HOW THE THING IS DONE.

THE ASSESSMENT OF OFFICE HOLDERS-THE PER-CENTAGE ON STEALINGS-A SUGGESTIVE COR-RESPONDENCE.

The following correspondence, which explains itself, was begun by the receipt by General Barlow, of New York, formerly United States Marshal for the Southern distriet, of the usual printed circular, calling for money towards the election expenses, the blank space for the amount being filled in with the words, "\$1000 for yourself and subordinates:"-

"New York, October 20, 1869.—James B. Taylor, Esq., Tressurer, etc.—Dear Sir:—I have received a communication from Hon. Hamilton Harris, chairman, etc., requesting a contribution of \$1000 from me and my subordinates to the Republican fund. "I presume this amount was fixed upon under the impression that this office was very lucrative to me and my deputier. My income from the office can by no possibility exceed \$6000. The general rate of assessment on salaries I understand to be two per cent., and I enclose my check for \$120, being at that rate. Whether in or out of office, I am desirous of contributing whitever I can sford to the necessary and proper expenses at the party, and I regret sary and proper expenses of the party, and I regret that I can new only afford to give this amount.

"As to my deputies, they must each contribute such smounts as they feel able to do. I cannot impose it upon them as a duty, and I cannot impose it upon them as a duty, and I cannot undertake to collect anything from them. I have submitted the communication to my subordinates, and you will no doubt hear from them.

"Yours, etc., FRANCIS C. BARLOW, "United States Marshai."

"ROOM E, FIFTH AVENUE HOTEL, NEW YORK. October 23, 1869.—Major-General F. C. Barlow, United States Marshal—Dear Sir:—I am in receipt United States Marshal—Dear Sir:—I am in receipt of your communication of 20th instant, to James E. Taylor, Esq., treasurer, enclosing check for \$120, "The great discrepancy between the amount of the check and the amount asked for by the committee would render it, in the opinion of the committee, an act of great injustice to the other Government officials who have already responded to the calls made upon them, to accept in its present shape your contribution. I therefore, by order of the Ex-ecutive Committee, return the check to you, expressing the hope that you will reconsider the views

expressed in your communication.
"Very respectfully, your obedient servant,
"James W. Husten, Secretary. "P. S.—The assessments made upon the Government officials in the State are not made upon a basis of two per cent, upon their salaries, but upon the ascertained income of their respective offices, "J. W. H."

"UNITED STATES MARSHAL'S OFFICE, SOUTHERN DISTRICT OF NEW YORK, NEW YORK, October 28, 1869,—Hen. James W. Husted, Secretary Republican State Committee—Dear Sir:—I have received your letter of this date returning my check for \$120, on the ground that the acceptance of it would be an act of injustice to the other Government officials who have contributed more liberaly. You also express a hope that I will reconsider the views heretofore expressed by me in the premises.
"I cannot afford to contribute a larger sum than

the one I bave named, and that I may not seem dis-courteous to the committee I desire to explain why I cannot change the views herets fore expressed.
"I do not consider that the holding of a public office creates any obligation on my part to contribute anything, and whatever I do give is not given on any such ground. As a private citizen interested in the success of the party, I have always been destrous of giving what I could towards its proper expenses; and were I out of office I should give more now, because I could better afford it. "Any person who holds public office in this country,

"Any person who holds public office in this country, and gives all his time and energy to it, I consider underpaid if he receives only the honest salary of his place. I know that I lose money every day that I am Marshal, and for that reason I shall shortly resign. The fact that I am working for the public for a less sum than I could earn in my private business is rather a reason why I should be relieved from assessments than why I should pay them, and this applies, in my opinion, to all public offices that I know anything about—they are all underpaid. know anything about—they are all underpaid.
"You speak of the 'ascertained value of my office,"

as distinguished from its salary, which is only \$6000. I do not know from where you ascertained its in-come; but I do know that whoever has received more from it than \$6000 per annum has not received it honestly I should be sorry to believe that dishonest gains of public offices were so recognized and accepted as matters of course that they are made the basis of expected contributions.

"What I have said here will also explain why I cannot impose on my deputies the payment of contributions as a duty. They fully carn every penny they receive, and I cannot recognize the right of the Government or the party to call on them for any sum whatever. I presume, however, they gladly contribute what each feels himself able do. I make this explanation with entire respect for the views of those gentlemen whose opinions on this subject differ from mine. My views may seem Quixotic and unreasonable, but I am firmly impressed with their soundness, and we must all act upon our views of what is right. The check for \$120 is at the service of the committee if they feel that they can accept it.

"Very respectfully, Francis C. Barlow." This last letter was returned to the writer without observation, and the check never

Upon this correspondence the Nation makes the following pointed observations:-THE SYSTEM.

We publish in another column perhaps one of the most singular bits of correspondence ever laid before a civilized public. It shows the agents of the party in power not only attempting to levy blackmall—for this is what "assessments" on office-holders amount to-but actually rating the office-holder's ability to pay not by the amount of his lawful salary, but by the supposed amount of his stealings. General Barlow's salary, as United states Marshal, was \$6000, and this was all that he, as an honest man, could or did make out of the place; but others have made out of the place as much as \$50,000. Indeed, in "political circles," this is well understood to be the value of the office to "a practical man." The Republican State Committee last year, however, while flooding the State with stump speakers to inveigh against Democratic corruption, and declaim about the economy, honesty, and efficiency with which the revenue was collected under Republican auspices, were actually sending round circulars in which thickings were recognized among the legitimate gains of a Government servant, provided he paid his party dues

upon them.

In the particular case before us, the committee happened to light upon one of the class of officials for whom the President, in the early days of his administration, showed an honorable and hopeful predilection in making his appointments-a man who served the country in peace as he served it in war, because he loved it, and not because he was unfit for any other occupation. and who held that the moral obligations of a Government official are the same as those of a man in any other position of life. Accordingly, he resisted the attempt at extortion, and, the time for it having apparently arrived, lays the matter before the public.

We do not mean to say that all the members of

the committee are responsible for this singular transaction. Most of them probably know nothing a out it; but during all canvases the real work is left to a few men in each district, who are trained in all the dodges of the outrageous system which has bred and supports them, and whose great value to the party lies in their not sticking at trifles. The nameating effect of General Barlow's letter on these worthles, when they got it, may be more readily imagined than described, and, in fact, they gave str. ng expression to it by sending the letter back. His "mawkish susceptibility," as Colonel Forney calls it, must have struck them very as a lecture on chastity would strike a French Zouave. But there was probably not another official in the State who dared offer any resistance; and when we see that the income of \$6000 is levied on as if it were \$50,000, it is hardly possible to keep down a feeling amusement at the way in which the American people are cheated by the figures set down in the acts of Congress and of the State legislatures into the belief that their officers are only paid small salaries, and at the storm of opposition which the honest farmers raise against any attempt to increase the nominal amount of these salaries. The fact is that the officeholders of the United States are not only paid bird higher wages than those of any monarch in the world, but received the greater part of them in a way that does more to corrupt them, body and soul, and to sap the national morality, than all the sinecures, "gratifications," and pensions be-

stowed by poor Badinguet did to corrupt and debase the unfortunate people who for eighteen years owned him—arch-politician as he was for their master.

This system of assessing officials for election expenses, though it is only this year that it is generally attracting public attention, has been going on for a long time. What suffering it has imposed on the unfortunates whose salaries are small and opportunities for stealing limited, it is difficult to estimate; and what a stimulus it has given to stealing amongst those who have ready access to the public funds or whose powers make them worth bribing, it would be just as difficult to estimate. But we know that it has converted the public service into a sink of corruption, the abominations of which have never been fully exposed. If they could be fully exposed in a way that would bring the whole people to examine and understand them, we believe there would be an outburst of indignation that would sweep' them away, and their authors with them, in a single month. The newspapers are generally believed to exaggerate most of the they denounce, but we say deliberately that no denunciation of the condi-tion of the civil service of the United States which has ever appeared in print has come up, as a picture of relfishness, greed, fraud, corruption, falsekood, and cruelty, to the accounts which are given privately by those who have seen the real workings of the machine. The reason why "the men inside politics" are amazed at honest men's indignation over it is that they are literally bardened to it—as criminals are har-dened to crime; and the reason why the general public is so little shocked by what even they see of it is, that they have so long been assured by party leaders that this system is a necessary part of party governments, and that there has to be a class of office-holders to be "rotated," and decapitated, and levied upon in a demoeracy (just as, according to some, there have to be prostitutes for the protection of female virtue), that they have at last got to accept it as a great political truth.

Of course, the system of assessment is a necessary consequence of the rule that "to the victors belong the spoils." If Government officers are the servants of the party and not of the country, and if the party is at liberty to use them not for the benefit of the country, but for its own, making them pay bonuses every year for the privilege of keeping their places is legitimate enough. We cannot put a stop to it unless we take away, by law, from the victors the right of removing any officer except for cause, or appointing anybody who has not undergone a prescribed test of fitness. We cannot trust the matter to any President or to any head of department. Both are liable to be overborne by the politicians. An act of Con-gress was passed in 1853 providing for the examination of persons appointed in the departments, and a more delightful example of "how not to do it" was probably never seen than its working. The character of the examination is left to the head of the department or bureau; if he desires the admission of the appli-cant, it is a perfect farce; if he does not, it is very severe; if he disapproves of examinations altogether, it consists in a chat and a smoke. But, in point of fact, the act has only been enforced fitfully, and at long intervals. The appointments are made, just as of old, on the regulation of members of Congress. Mr. Trumbull says some of the latter have regular accounts in "offices" opened with them; if the candidate falls to pass the examination, he still remains a clerk, though not appointed to any particular bureau, draws his pay, and does odd jobs, mostly political. It is Mr. Cox's making the system a reality which has drawn forth the shouts of rejoicing over his retirement from the political backs all over the country.

One of the practical effects of this system has just been displayed in a curious way in this State. The smallness of the Republican vote as compared with former years, even in good Re-publican districts, is ascribed by the best judges in a degree to the hostlilty of the Fentonites, who, disgusted by the appointment of Tom Murphy, who is a Conklingite, to the customhouse, and other slights and disasters undergone by their chief, stayed away from the poils Now, why are the Republicans of this State divided into Fentonites and Conklingites? Why is the prrty torn to pieces by the contests of Why is every convention and committee a reservoir of Conklingite and Fentonte hates? The fact is that the two factions are not divided by any question of principle or policy any more than any two women who quariel on the staircase of a tenement-house. There is no point of politics, home or foreign, on which they or their followers have any perceptible difference of opinion. The only reason why there should be Fentonites and Conklingites is that Fenton hates Conkling and Conkling hates Fenton. But how is it, the innocent looker-on will naturally ask, that a ridiculous personal feud like this can divide a great party, composed of male adults, in the latter part of the nineteenth century, and in a great commercial State, into two hostile camps, and cause them deliberately to imperil the "cause of the Union" and the "cause of humanity," about which they prate so much as the dearest and most important of earthly interests? Their

reply is, or should be:—
"My dear Simpleton, at the bottom of the whole matter is offices. Lorg seclusion in your library, or else a seafaring life, has doubtless prevented your giving your attention to the manner in which God Almighty, when he made republicanism his appointed order of government, ordained that the machinery of admin-istration should be worked. Know, then, that it Fenten could get no offices for anybody in post office or custom house, he would, when he took the field against Conkling, take it alone. Grown men would laugh when he asked them to stand by his side and be 'his friends' in this great struggle. In like manner, Coukling, though a far abler and honester man than Fenton. would likewise find that when he raised his banner he would have to stand under its folds by himself. People would be too busy to 'work for him' against any of his foes. So he and Fenton would go off to Washington, and, having nobody to 'see' about places, would devote themselves to what is called the study of the public business-as if politics needed 'study'cull and stupid work, too. But each having some hundreds of offices to bestow on 'his friends,' in case he makes his influence in State politics so plain that the administration feels bound to court him, their conflicts make one of most exciting little games ever Thousands 'rally round' witnessed. on one side or the other. The Custom-house and Post Office become fortified posts, which are carried now by one and now by arother, and finally the whole politics of the State get drawn into the fray. To be a New York politician, you have not to understand the Constitution, the history of legislation, the finances, political economy, and statistics, but to leve or hate Conkling or Fenton, and to know which of them 'owns' Smith, what Brown sald after seeing Fenton last week, and how things are looking in Schoharie county since Conkling took these oysters at the Delavan House with T. P. Comstock. Good night, you poor don-

The women of Kansas have acquired such proficiency in the use of firearms that they no longer consider it absolutely necessary to have the protection of men. A few nights since, at Lawrence City, in that State, the house of a Mrs. J. M. Ruth being attacked by burglars, the latter arose softly from her bed, seized a revolver, crept cautionsly down the stairs, and discharged it at the head of one of the misreants, who was evidently badly wounded; but he contrived to drag himself off the premises. The report of the revolver alarmed those on watch outside, and they, too, beat a hasty retreat, leaving Mrs. Ruth complete mistress of

the situation.

—A New Hampshire paper makes merry over the fact that, as a party of Philadelphians were riding in its vicinity last summer, one young lady remarked, in passing a clump of white birches, that it was "singular how much pains there people took to whitewash their trees clear to the tops.

—Cornwall, Conn., has returned to the old-fashioned method of allowing each tax-payer the privilege of working out his tax at \$1.50 per

RAILROAD LINES.

1870 - FOR NEW YORK—THE CAMDEN on And Amboy and Philadelphia and Trenten Railroad Companies' lines from Philadelphia to New York and Way Places.

At 6:30 A. M., Accommodation, and 2 P. M., Express, via Camden and Amboy, and at 5 A. M., Express Mail, and 3:30 P. M., Accommodation, via Camden and Jersey City.

At 6 P. M., for Amboy and intermediate stations, At 6:30 A. M. and 2 P. M. for Farmingdale.

At 6:30 A. M., 2 and 3:30 P. M. for Freehold.

At 8 and 10 A. M., 12 M., 2, 3:30, and 6 P. M. for Trenton.

At 6:30, 8, and 10 A. M., 12 M., 2, 8:30, 5, 6, 7, and 11:30 P. M. for Bordentown, Florence, Burlington, Beverly, Delanco. and Riverton.

At 6:30 and 10 A. M., 12 M., 3:30, 5, 6, 7, and 11:30 P. M. for Edgewater, Riverside, Riverton, and Palmura. and Palmyra.
At 6:30 and 10 A. M., 12 M., 5, 5, 7, and 11:30 P. M.
for Fish House.
The 11:30 P. M. line leaves from Market Street

The 11-30 P. M. line leaves from Market Street Ferry (upper side).

FROM WEST PHILADELPHIA DEFOT.

At 7 and 9-30 A. M., 12-45, 6-46, and 12 P. M., New York Express Lines, and at 11-20 P. M., Emigran Line, via Jersey City.

At 7 and 9-36 A. M., 12-45, 6-45, and 12 P. M. for Trenton and Bristol.

At 12 P. M. (night) for Morrisville, Tullytown, Schenck's, Eddington, Cornwells, Torresdule, Holmesburg Junction, Tacony, Wissinoming, Bridesburg and Frankford,
The 930 a. M., 645 and 12 P. M. Lines will rundally. All others Sundays excepted.
Sunday Lines leave at 930 A. M., 646 P. M., and 12 night. At 7-30 A. M., 2-30, 3-30, and 5, P. M. for Trentop and Bristol, and at 10-45 A. M. and 6 P. M.

At 7:30 A. M., 2:30, and 5 P. M. for Morrisvil and Tullytown.

At 7:30 and 10:45 A. M., 2:30, 5, and 6 P. M.()
Schenck's. Eddington, Cornwells, Torresdale, an Holmesburg Junction,
At 7 A. M., 12:30, 5:16, and 7:80 P. M. for Bustleton, Holmesburg, and Holmesburg Junction.
At 7 and 10:45 A. M., 12:30, 2:30, 5:15, 6, and 7:80 P. M. for Tacony, Wissinoming, Bridesburg, and

VIA BELVIDERE DELAWARE RAILBOAD. At 7 80 A. M. for Niagara Falls, Buttato, Dun-At 7:80 A. M. for Niagara Falls, Bullato, Dun-kirk, Eimira, Ithaca, Owego, Rochester, Bingham-ton, Oswego, Syracuse, Great Bend, Montrose, Wikesbarre, Schooley's Mountain, etc. At 7:20 A. M. and 3:30 P. M. for Scranton, Stroudsburg, Water Gap, Belvidere, Easton, Lam-bertville, Flemington, etc. The 3:30 P. M. Line connects direct with the train leaving Easton for Mauch Chunk, Allentown, Bethlehem, etc. At 5 P. M. for Lambertville and intermediate stations.

FROM MARKET STREET PERRY (UPPER SIDE), At 11 A. M. for New York, Long Branch, and ntermediate places. VIA CAMDEN AND BURLINGTON COUNTY BALLBOAD. At 7 and 11 A. M., 1, 230, 330, 6, and 630 F. M., and on Thursday and Saturday nights at 11:30 P. M. for Merchantsville, Moorestown, Hartford, Masonville, Hainesport, and Mount Holly. At 7 A. M., 2:30 and 6:30 P. M. for Lumberton and At 7 and 11 A. M., 8 30, 6, and 6.30 P. M. for Smith-, Ewansville, Vincentown, Birmingham, and Pemberten.
At 7 A. M., 1 and 3-30 P. M. for Lewistown,
Wrightstown, Occkstown, New Egypt, Horaerstown, Cream, Ridge, Imlaystown, Sharon, and

Hightstown.
Oct. 17, 1870. • WM. H. GATZMER, Agent. NORTH PENNSYLVANIA RAILROAD—
THE SHORT MIDDLE ROUTE TO THE
LEHIGH AND WYOMING VALLEYS, NORTHEN PENNSYLVANIA, SOUTHERN AND INTIRIOR NEW YORK, BUFFALO, CORRY,
ROCHESTER, THE GREAT LAKES, AND THE
DOMINION OF CANADA.
SUMMER ARRANGEMENT.
Takes effect May 16, 1870.
Sixteen Dally Trains leave Passenger Depot,
corner of Berks and American streets (Sundays
excepted), as follows:—

excepted), as follows:-- 7.00 A. M. (Accommodation) for Fort Washing-

At7-35 A.M. (Express), for Bethlehem, Easton, Ailentown, Mauch Chunk, Wilkesbarre, Williamsport, Mahancy City, Hazieton, Pittston, Towanda, Waverley, and inconnection with the ERIE RAIL-WAY for Buffalo, Niagara Falls, Rochester, Cleveland, Chicago, San Francisco, and all points in the Great West.

the Great West,

8 25 A. M. (Accommodation) for Doylestown.

9 45 A. M. (Express) for Hethlehem. Easton, Allentown, Mauch Chunk, Williamsport, Wilkesturre,
Pittston, Scranton. Hackettetown, Schooler's Mountain, and N. J. Central and Morris and Railreads.

11 A. M. (Accommodation) for Fort Washington 1-15, 3-30, and 5-20 P. M., for ablington, 1-45 P. M. (Express) for Bethielem, Easton, Al-lentown, Manch Chunk, Mahanoy City, Wilces-barre, Pittston, and Hazleton. 230 P. M. (Accommodation) for Doylestowa. At 3-20 P. M. (Bethlehem Accommodation) for Bethlehem, Easten, Allentown, Copiay, and

4-16 P. M. (Mail) for Doylestown.
5-00 P. M. for Bethlehem, Easton, Allentown, and Mauch Chunk. 6 20 P. M. (Accommodation) for Lansdale. 8:00 and 11:80 P. M. (Accommodation) for Fort Washington.
The Fifth and Sixth streets, Second and Third streets, and Union Lines City Cars run to the Depot.
TRAINS ARRIVE IN PHILADELPHIA FROM Bethlehem at 8 55, and 10 35 A. M.; 2 15, 5 05, and

Doylestown at 8:25 A. M., 4:40 and 7:05 P. M. Lansdale at 7:30 A. M. Fort Washington at 9:20 and 11:20 A. M., 8:10 and Abington at 2.85, 4.55, and 6 45 P. M.

ON SUNDAYS.

Philadelphia for Bethlehem at 9 30 A. M.

Philadelphia for Loylestown at 2 00 P. M.

Philadelphia for Fort Washington at 8 30 A. M. and 7:00 P. M. Doylestown for Philadelphia at 6:30 A. M. Bethlehere for Philadelphia at 4:00 P. M. Fort Washington for Philadelphia at 9 80 A. M. and 8 10 P. M.
Tickets sold and baggage checked through to

principal points at Mann's North Pennsylvania Baggage Express Office, No. 106 S. Fifth street. May 16, 1879. ELLIS CLARK, Agent. THE PRILADELPHIA AND BALTIMORE CEN-THAL RAILROAD. CHANGE OF HOURS. On and after MONDAY, October 3, 1870, trains

will run as follows:—
Leave Philadelphia from Depot of P. W. & B. R. R., corner of BROAD Street and WASHINGTON Ave-For Port Deposit at 7 A. M. and 4:30 P. M. For Oxford at 7 A. M., 4 30 P. M., and 7 P. M. For Oxford on Saturdays only, at 2 30 P. M. For Chadd's Ford and Chester Creek Railroad, at

7 A. M., 10 A. M., 4 30 P. M. and 7 P. M. Satur-days, only, at 2 30 P. M. Train leaving Philadelphia at 7 A. M., connects at Port Deposit with train for Baltimore.

Trains leaving Philadelphia at 10 A. M. and 4:30
P. M. connect at Chadd's Ford Junction with the Wilmington and Reading Railroad.

Trains for Philadelphia:— Leave Port Deposit at 9.25 A. M. and 4.25 P. M. on arrival of trains from Baltimore, Oxford at 6:05 and 10:35 A. M. and 5:33 P. M. Sundays at 5 30 P. M. only.
Chadd's Ford at 7 26 A. M. 11 28 A. M., 3 55 P. M., and 6 49 P. M. Sundsys at 6 49 P. M. only.
HENRY WOOD, General Superintendent.

WEST CHESTER AND PHILADELPHIA RAIL-ROAD COMPANY. ON AND AFTER MONDAY, October 17, 1870, Trains will leave and arrive at the Depot, THIRTY-FIRST and CHESNUT Streets, as follows:— FROM PHILADELPHIA From Fritabilities for West Chester at 745 and 11-20 A. M., 2-30, 6-15, and 11-30 P. M. Stops at all stations.

For West Chester at 4-40 P. M. This train stops only at stations between Media and West Chester

(Greenwood excepted).
For B. C. Junction at 4.10 P. M. Stops at all sta-FOR PHILADELPHIA
From West Chester at 6:30 and 10:45 A. M., 1:55, 4:55, and 6:55 P. M. Stops at all stations.
From West Chester at 7:55 A. M. This train stops only at stations between West Chester and Media (Greenword excepted). From B. C. Junction at 8:40 A. M. Stops at all

ON SUNDAY—Leave Philadelphia at 8:30 A. M. and 2 P. M. Leave West Chester at 7:55 A. M. and 4 P. M. 1014 W. C. WHEELER, Superintendent. WEST JERSEY BAILBOADS.

FALL AND WINTER ARRANGEMENT.
COMMENCING MONDAY, SEPTEMBER 19, 1870.
Trains will leave Philadelphia as follows:—From foot of Market street (upper ferry),
8-15 A. M., Passenger for Bridgeton, Salem, Swedesboro, Vinelsné, Millville, and way stations.
11 45 A. M., Woodbury Accommodation.
3 16 P. M., Passenger for Bridgeton, Salem, Swedesboro, and way stations.
5-30 P. M., Passenger for Bridgeton, Salem, Swedesboro, and way stations.
5-30 P. M., Accommodation for Woodbury, Glassboro, Chayton, and intermediate stations
Freight Train leaves Camden daily, at 12 M.
WILLIAM J. SEWELL, Superintendent.

RAILROAD LINES.

PHILABELPHIA, WILMINGTON. AND BALTIMORE RAILROAD.—
TIME TABLE.
COMMENCING MONDAY, JUNE 6, 1870.
Trains will leave Depot, corner of Broad street and Washington avenue, as fellows:—
Way Mail Train at 8-30 A. M. (Sundays excepted), for Baltimore, stopping at all regular stations. Connecting at Wilmington with Delaware Railroad Line, at Clayton with Smyrna Branch Railroad and Maryland and Delaware Railroad, at Seaford with Dorshester and Delaware Railroad, at Seaford with Dorshester and Delaware Railroad, at Delmar with Eastern Shore Railroad, and at Salisbury with Wicomico and Pocomoke Railroad.

at Salisbury with Wicomico and Pocomoke Railroad.

Express Train at 11.45 A. M. (Sundays excepted), fer Baitlinere and Washington, stopping at Wilmington, Ferryville, and Havre-de-Grace. Connects at Wilmington with train for New-Castle.

Express Train at 4 P. M. (Sundays excepted), for Baitlimore and Washington, stopping at Chester, Thurlow, Linweod, Claymont, Wilmington, Newport, Stanton, Newaik, Elkton, North East, Charlestown, Perryville, Havre-de-Grace, Aberdeen, Perryman's, Edgewood, Magnolia, Chase's and Stemmer's Run.

Night Express at 11.30 P. M. (Pally), for Baltimore and Washington, stopping at Chester, Linwood, Claymont, Wilmington, Newark, Elkton, North East, Perryville, Havre-de-Grace, Perryman's, and Magnolia.

Passengers for Fortress Monroe and Norfolk will take the 11.46 A. M. train.

WILMINGTON TRAINS.

Stopping at all stations between Philadelphia

Stopping at all stations between Philadelphia and Wilmington.

Leave Philadelphia at 11-90 A. M., 2-80, 5-00, ant 7.00 P. M. The 5-00 P. M. train connects with Delaware Railroad for Harrington and intermediate

Leave Wilmington 6:45 and 8:10 A. M., 2:00, 4:00, and 7-15 P. M. The 8-10 A. M. train will not stop between Chester and Fhiladelphia. The 7-15 P. M. train from Wilmington runs Dally; all other ac-Trains leaving Wilmington at 6.45 A. M. and 4.00 P. M. will connect at Lamokin Junction with the

7-00 A. M. and 4-30 P. M. trains for Baltimore Cenral Railroad.

From Baltimore to Philadelphia.—Leave Baltimore 7-25 A. M., Way Mail; 9-90 A. M., Express;
2-35 P. M., Express; 7-25 P. M., Express.

SUNDAY THAIN FROM BALTIMORE.
Leaves Baltimore at 7-25 P. M., stopping at Magnolis, Perryman's, Aberdeen, Havre-de-Grace, Perryville, Charlestown, North East, Elkton, Newark,
Stanton, Newport, Wilmington, Claymont, Linwood, and Chester.

On Sundays, leave Philadelphia for West Grove
and intermediate stations at 8-00 A. M.; returning. 1.00 A. M. and 4.30 P. M. trains for Baltimore Cen-

On Sundays, leave Philadelphia for West Grove and intermediate stations at 8 00 A. M.; returning, leit West Grove at 3:55 P. M.

Through tickets to all points West, South, and Southwest may be procured at ticket office, No. 828 Chesnut street, under Continental Hotel, where also State Rooms and Berths in Sleeping Cars can be secured during the day. Persons purchasing tickets at this office can have baggage checked at their residence by the Union Transfer Company.

H. F. KENNEY, Superintendent.

DENNSYLVANIA CENTRAL RAILROAD.

AFTER 8 P. M., SUNDAY, JULY 16, 1870.
The trains of the Pennsylvania Central Railroad leave the Depet, at THIRTY-FIRST and MARKET Streets, which is reached directly by the Market street cars, the last car connecting with each train leaving Front and Market streets thirty minutes before its departure. The Chesnut and Walnut streets cars run within one square of the

White streets cars run within one square of the Depot.

Sleeping-car tickets can be had on application at the Ticket Office, N. W. corner Ninth and Chesnut streets, and at the Depot.

Agents of the Union Transfer Company will call for and deliver baggage at the depet. Orders left at No. 901 Chesnut street, or No. 118 Market street, will receive attention. Mail Train will receive attention.

Mail Train
Paol I Accommodation, 10 A. M. & 12-50 and 7-10 P. M.

 Paoll Accommodation, 10 A. M. & 12:50 and 7:10 P. M.

 Fast Line
 .12:80 P. M.

 Eric Express
 .11:00 A. M.

 Harrisburg Accommodation
 .2:30 P. M.

 Lancaster Accommodation
 4:10 P. M.

 Parkesburg Train
 .5:30 P. M.

 Cincinnati Express
 .8:00 P. M.

 Eric Mail and Pittsburg Express
 .10:30 P. M.

 Parkesburg Train
Cincinnati Express .
Eric Mail and Pittsburg Express . Way Passenger

Eric Mail leaves daily, except Sunday, running on Saturday night to Williamsport only. On Sunday night passengers will leave Philadelphia at 8 o'clock. Fittsburg Express, leaving on Saturday night, runs only to Harrisburg.

Cincinnati Express leaves daily. All other trains

The Western Accommodation Train runs daily, except Sunday. For this train tickets must be procured and baggage delivered by 5 P. M. at No. 116 Market street. Sunday Train No. 1 leaves Philadelphia at 8:49 A. M.; sarives at Paoli at 940 A. M. Sunday Train No. 2 leaves Philadelphia at 640 P. M.; ar-

rives at Paoli at 7:40 P. M.

Sunday Train No. 1 leaves Paoli at 6:50 A. M.; arrives at Philadelphia at 8:10 A. M. Sunday Train No. 2 leaves Paoli at 4:50 P. M.; arrives at Philadelphia at 6:10 P. M.;

| ш | Philadelphia at 6 to F. M. |
|---|---|
| H | TRAINS AGRIVE AT DEPOT. |
| ı | Cincinnati Express 3 10 A. M. |
| П | Philadelphia Express 6.30 A. M. |
| u | Eric Mail 6 30 A. M |
| 1 | Paoli Accommodat'n, was A. M. & 3:30 & 6:40 P. M. |
| 1 | Parkesburg Train 9:00 A. M. |
| 1 | Fast Line and Builalo Express 9 35 A. M. |
| 1 | Lancaster Train 11 55 A. M. |
| H | Erie Express |
| П | Lock Haven and Elmira Express . 9 40 P. M. |
| П | Factile Express 12 26 P. M. |
| 9 | Harrisburg Accommodation . 9-40 P. M. |
| 1 | For turther information apply to |
| d | JOHN F. VANLEER, JR., Ticket Agent. |
| U | No. 901 CHESNUT Street. |
| п | CORR & BUILDING BUILDING CO. |

FRANCIS FUNK, Ticket agent.
No. 116 MARKET Street.
SAMUEL H. WALLACE,
Ticket Agent at the Depot.
The Pennsylvania Railroad Company will not
assume any risk for Baggage, except for Wearing Apperel, and limit their responsibility to One Hundred Dollars in value. All Baggage exceeding that amount in value will be at the risk of the owner, unless taken by special contract.
A. J. CASSATP,

General Superintendent, Altoona, Pa.

NEW JERSEY SOUTHERN RAILROAD LINE. NEW ROUTE BETWEEN NEW YORK AND PHILADELPHIA VIA LONG BRANCH. An ACCOMMODATION TRAIN in the morning

AN EXPRESS TRAIN in the Afternoon from each end of the route, THE EXPRESS TRAIN will be furnished with SPLENDID PALACE CARS. NO CHANGE OF CARS

BETWEEN PHILADELPHIA AND SANDY HOOK, ASK FOR TICKETS VIA PEMBERTON AND LONG BRANCH. ON AND AFTER MONDAY, July 4, 1870,

trains will run as follows:—
LEAVE NEW YORK,
from Pier No. 26 NORTH River, foot of Murray street, at 6.45 A. M. Accommodation and 4 30 P. M. Ex.

press. press.

LEAVE PHILADELPHIA,
from foot of WALNUT Street, at 7:00 A. M. Accommonation and 3:30 P. M. Express.
The NARRAGANSETTT STEAMSHIP COMPANY'S
Magnificent Steamers "Plymouth Rock" and "Jesse Hoyt" have been fitted up expressly for this business, the former with unequalled accommodations, and will make the connection between New York and Sandy Hook.

THE PHILADELPHIA AND BALTIMORE CEN-TRAL RAILROAD.—CHANGE OF HOURS.
On and after MONDAY, October 2, 1870, trains
will run as follows:—Leave Philadelphia from depot
of P. W. & B. R. R., corner Broad street and Wash-

of P. W. & B. R. R., corner Broad street and Washington avenue:

For Port Deposit at 7 A. M. and 4 30 P. M.
For Oxford at 7 A. M., 4 30 P. M., and 7 P. M.
For Oxford Saturdays only at 2 30 P. M.
For Chadd's Ford and Chester Creek Railroad at 7 A. M., 10 A. M., 4 30 P. M., and 7 P. M. Saturdays only 2 30 P. M.

Train leaving Philadelphia at 7 A. M. connects at Port Deposit with train for Baitimore.

Trains leaving Philadelphia at 10 A. M. and 4 30 P. M. connect at Chadd's Ford Junction with the Wilmington and Reading Railroad.

Wilmington and Reading Railroad.
Trains for Philadelphia leave Port Deposit at 9-25 M. and 4 25 P. M., on arrival of trains from Balti-

Oxford at 6.96 A. M., 10.35 A. M. and 5.20 P. M. Sundays at 5.30 P. M. only.
Chadd's Ford at 7.26 A. M., 11.58 A. M., 3.65 P. M., and 6.49 P. M. Sundays 6.49 P. M. only.
Passengers are allowed to take wearing apparel only as baggage, and the company will not in any case be responsible for an amount exceeding one hundred dollars, unless special contract is made for the same.

General Superintendent.

RAILROAD LINES

PHILADELPHIA AND READING BAILROAD.—
Depot_THIRTEENTH and CA JOWHILL streets Until further notice trains will leave an 1 arrive as

the Perkiomen and Colebrookdale Raliroads.
For Downingtown and points on Chester Valley
Raliroad take 7-39 A. M., 12-39 Noon, and 4 P. M.
For Schwenksville and points on Perkiomen Raliroad take 7-39 A. M., 12-39 Noon, and 5-15 P. M.
For Mount Pleasant and points on Colebrookdale
Raliroad take 7-39 A. M. and 4-99 P. M.
N. Y. EXPRESS FOR PITTSBURG AND WEST.
Trains leave New York at 2800 A. M. and 6-59 P.

Trains leave New York at 9 00 A. M. and 5 00 P. M., passing Reading at 1 45 and 10 05 P. M., connecting at Harrisburg with Pennsylvania and Northern Central trains for Chicago, Cincinnati, Pittsburg, Baltimore, Williamsport, etc. Sleeping cars accompany these trains through be-tween Jersey City and Pittsburg without change. Trains for New York leave Harrisburg at 5 25, 8 10, and 8 50 A. M., and 2 50 P. M. Additional train leaves New York for Harrisburg

Additional t For particulars see Guide Books, which can be

ions, without charge.

Season, School, Mileage, and Commutation Tickets at reduced rates, to be had of S. Bradford, Treasurer, No. 227 S. Fourth street, Philadelphia, or G. A. Nicolis, General Superintendent, Reading.

STREET CARS.—The Thirteenth and Fifteenth, and Race and Vine streets, connecting with other lines, run close to the dispot. rus close to the depot.

Baggage collected and delivered by Dungan's Baggage Express. Orders left at Depot, or at No. 225 S. Fourth street.

PHILADELPHIA, GERMANTOWN AND NOR-RISTOWN RAILROAD. TIME TABLE. On and after WEDNESDAY, November 2, 1870. FOR GERMANTOWN. Leave Philadelphia 6, 7, 8, 8 1/4, 9 05, 10, 11, 12 A. M. 1, 2, 21/4, 31/4, 81/4, 4 05, 41/4, 5 05, 51/4, 6, 61/4, 7, 8, 9, 10 05, 11, 12 P. M.

Leave Germantown 6, 6.65, 714, 8, 8.20, 9, 914, 10, 11, 12 A. M., 1, 2, 3, 814, 4, 424, 5, 514, 6, 614, 7, 8, 9, 10, 11 P. M.
The 8:20 and 9% down train, and 2%, 8%, and 5% up trains, will not stop on the Germantown Branch.
ON SUNDAYS.
Leave Philadelphia at 9% A. M., 2, 4:05, 7, and 10% P. M. Leave Germantown at 8½ A. M., 1, 8, 6, and 9¾ P. M.

CHESNUT HILL RAILROAD. CHESNUT HILL RAILROAD.

1 eave Philadelphia 6, 8, 10, and 12 A. M., 2%, 8% 6%, 7, 9, and 11 P. M.

Leave Cherkut Hill 7-10, 8, 8-10, and 11-40 A. M., 1-40, 3-40, 6-40, 6-40, and 10-40 P. M.

ON SUNDAYS.

Leave Philadelphia at 9% A. M., 2 and 7 P. M.

Leave Chesnut Hill at 7-50 A. M., 12-40, 6-40, and 1-25 P. M.

Passengers taking the 6.55, 9 A. M., 61/ & 11 P. M. trains from Germantown will make close connec-tions with the trains for New York at Intersection

tions with the trains for New York at Intersection Station.

FOR CONSHOHOUKEN AND NORRISTOWN.
Leave Philadelphia 6, 7%, 9, and 11 65 A. M., 1%; 8, 4 5, 5%, 6%, 806, 10, and 11 % P. M.
Leave Norristown 5/5, 5°20, 7, 7%, 8°50, and 11 A. M., 1%, 3, 4%, 6%, 8, and 9% P. M.

ON SUNDAYS.
Leave Philadelphia 9 A. M., 2%, 4, and 7% P. M.
FOR MANAY UNK.
Leave Philadelphia 9 A. M., 1, 5%, and 9 P. M.
FOR MANAY UNK.
Leave Philadelphia 6, 7½, 9, and 11°05 A. M., 1%, 3, 4, 5, 5%, 6%, 8°00, 10, and 11% P. M.
Leave Rianayunk 6, 6°55, 7%, 8°10, 9°20, and 11% A. M., 2, 8%, 5, 6%, 8%, and 10 P. M.
UN SUNDAYS.
Leave Philadelphia 9 A. M., 2%, 4, and 7% P. M.
Leave Philadelphia 9 A. M., 1%, 6% and 9% P. M.
PL' MOU TH RAILROAD.
Leave Philadelphia 5 P. M.
Leave Philadelphia 6 P. M. B.
Leave Philadelphia 6 P. M.
Leave

Passengers taking the 7, 9.05 A. M., 61/4 & 12 P. M. trains from Nipth and Green streets will make close connections with the trains for New York at In-tersection Station.

The 834 A. M. 1234 and 5 P. M. trains from New 1 orl stop at Intersection Station.
6 20 W. S. WILSON, General Sup't.

DHILADELPHIA AND ERIE RAILROAD SUMMER TIME TABLE.
On and after MONDAY, May 30, 1870, the trains on the Philadelphia and Erie Railroad run as follows from Pennsylvania Railroad Depot, West

WESTWARD.
MAIL TRAIN leaves Philadelphia • 10-20 P. M. MAIL TRAIN leaves Philadelphia 500 A. M. arrives at Erio 746 P. M. ERIE EXPart Sleaves Philadelphia 10:60 A. M. Williamsport 8:15 P. M. williamsport 7:25 A. M. ELMINA All leaves Philaceiphia - 7-25 A. M.

Williamsport 6'00 P. M.

arrives at Lock Havan 7-20 P. M. / 11 EAGLE MAIL leaves Willtamsport - 1.30 P. M. arrives at Look Haven . . 2.45 P. M. BASTWARD. MAIL THAIN leaves Erie . . . 6:50 A. M. Williamsport . 9:25 P. M.

HUFFALO EXP. leaves Williamspert 12 25 A. M.

"Harrisburg - 5 20 A. M.

arrives at Philadelphia 9 25 A. M.

BALD BAGLE MAII. leaves L. Haves 11 35 A. M.

"arr. Williamsp't 12 50 P. M.

BALD EAGLE EX. leaves Lock Haven 9 35 P. M.

"arr. Williamsport 10 50 P. M.

Express Mail and Accommodation, esstand west,

connect at Corry, and all west bound trains and Mail and Accommodation east at Irvineton with Oil Crock and Allegheny River Railroad. General Superintendent.

STEAMED OYSTERS!

HALF PECK FOR 25 CENTS. Sacole Rock Roast. 50 "The rinest Quality of Salt and Fresh Oysters in the

TRIPE AND OYSTERS.
BROILED OYSTERS, FRIED OVSTERS.
Especial attention given to STEAMED OVSTERS! J. L. LEACH,

OYSTER PLANTER AND DEALER, N. E. Corner NINTH and CHESNUT Streets. Rating bar supplied with all the delicacies of the season.

ZELL'S ENCYCLOPEDIA, DICTIONARY, AND GAZETTEER

Is now fast approaching completion. The price for the entire work, unbound, will still remain for a limited time as originally announced, namely, \$25. As it has been found advisable to increase the size of the original work about 200 pages beyond the of the original work about 200 pages beyond the number at first proposed, those who purchase or subscribe Now will get the benefit of this addition without change, otherwise they will be obliged to pay for the same. This book is a complete and unabridged dictionary of the English language, as good as the bost, a Gazetteer of the World, and a more complete, newer, and fresher Encyclopedia than any now in print; the price is lower than that of any other Encyclopedia—and but a little above that charged for an Unabridged Dictionary or a Gazetteer alone—and being the latest and begun and completed within the short space of two years—not drawing through an unlimited number of years, as has always heretofore been the case with works of has always heretofore been the case with works of this magnitude—it must necessarily be by far the newest in point of information, as, for example, the article Napoleon is brought down to als surrender, Prussia to the present war, etc.—and the populations are given either in accordance with recent State Census or that of the General Census of this year, or from other reliable information, and every pairs taken to make the information given new and

10 18 tuth2m] T. ELLWOOD ZELL, Publisher, Nos. 17 and 19 S. SIXTH Street, Philadelphia,

HOISTS FOR ANY LOCATION, WORKED by Steam, Belt, and Hand.
GK. BRGE C. HOWARD,
59 m. No. 17 South EIGHTEENTH Screet.

ABO FION SALES,

M THOMAS & SONS, AUCTIONEERS, NOS. SUPERIOR DUTCH FLOWER ROOTS.

On Saturday Afternoon,
November 19, at 3 o'clook, at the Auctio 1 R same,
three cases Dutch Flower Roots, Hyacinth 1, et :. [11

Sale on the Premises, No. 1514 North Br ad street. ELEGANT RESIDENCE AND HANDSOME FURNITURE.

Bosewood Piano Forte, French Plate Mantel Mirror, Handsome Axminster, Velvet, English Bru sels and other Carpets, etc.

On Monday Morning,

Nov. 21, at 10 o'clock, by catalogue, the entire Handsome Furniture.

Har deome Furniture,
Previous to the sale of Furniture will be sold the ELEGANT RESIDENCE, 25 feet front, 100 feet deep, Catalogues now ready.

SALE OF REAL ESTATE AND STOCKS. November 22, at 12 o'clock, noon, at the Exchange, will include:— Madison, No. 226—Genteel Dwelling. Locust, No. 1106-Store and Dwelling.

PEARL (in the rear of the above)-Dwelling. Park (in the rear of the above)—Dwelling.

Baineringe, No. 313—store and Dwelling.

Pine, No. 733—Modern Residence.

Gaskill, No. 316—Brick Dwelling. GUILFORD, No. 615-Brick Dwelling.

GULFORD, No. 615—Brick Dwelling.
FRANKFORD ROAD, No. 2560—Brick Dwelling.
FILBERT, No. 727—Brick Dwelling.
FILBERT, No. 3244—Elegant Residence.
BUCKS COUNTY, Falls township, near Tullytown—
Valuable Farm, 102% acres.
FRANKLIN, No. 965—Modern Residence.
NINETERSTR. Worth). No. 729. Modern Posidence. NINETEENTH (North), No. 132—Modern Residence. FRONT (North), No. 1063—Genteel Dwelling. WYOMING AVENUE, Twebty-second ward—Valuz-

SEVENTEENTH (south of Oxford)-Building Lot. MOYER, N. E. of Otis—Building Lot. BOOK, No. 224—Valuable Store. STOCKS, ETO.

27 shares Camden and Atlantic Railroad, preferred. 10 do. do. do. do. common 900 shares Union Car Spring Manufacturing Co. 1400 shares McClintoel ville Petroleum Co. 4 shares Philadelphia and Southern Mail Steam-

ship Co.
30 shares Pennsylvania Co, for Insurance on Lives and Granting Annuties.
24 shares Pennsylvania Steel Co.
100 shares McClintockville Petroleum Co. \$7000 general mortgage bonds Pennsylvania Canal

80 shares National Bank of the Republic. 11 18 3t THOMAS BIRCH & SON, AUCTIONEERS AND COMMISSION MERCHANTS, No. 1110 Ches-NUT Street; rear entrance No. 11st Sansom street.

Sale at No. 1011 Vine street.

SUPERIOR WALNUT PARLOR FURNITURE IN
HAIR CLOTH, WALNUT CHAMBER FURNITURE, Tapesuy, Ingrain, and Venetian Carpers. Fine Oil Paintings and Engravings, China, Glass-

On Monday Morning,
November 21, at 10 o'clock, will be sold by catalogue, the entire Household Furniture of a family declining housekeeping. May be examined early on the morning of sale. BUNTING, DURBOROW & CO., AUCTIONEERS, Bank street. Successors to John B. Myers & Co.

LARGE SALE OF FRENCH AND OTHER EU-ROPEAN DRY GOODS, On Monday Morning, November 21, at 10 o'clock, on four months'

SALE OF 2,000 CASES BOOTS, SHOES, TRAVEL-LING BAGS, HATS, ETC., On Tuesday Morning, [11 164 November 29, at 10 o'clock, on four months' credit. LARGE SALE OF BRITISH, FRENCH, GERMAN.

AND DOMESTIC DRY GOODS. On Wednesday Morning, [11 18 45 November 28, at 10 o'clock, on four months' credit. ARTIN BEOTHERS, AUCTIONEERS,— (Lately Salesmen for M. Thomas & Sons.) No. 704 Chesnut st., rear entrance from Miner.

Sale No. 231 North Ninth Street.
SUPERIOR PARLOR FURNITURE, HANDSOME WALNUT CHAMBER FURNITURE, ELSGANT ECSEWOOD PIANO-FORTE, HANDSOME BRUSSELS CARPETS, ETC.
On Tuesday Merning,
22d irst, at 10 o'clock, at No 231 N. Ninth street, by catalogue, the entire furniture, including—Superior parlor furniture.

rior parlor furniture; 2 suits handsome walnut chamber forniture; elegant resewood 7-octave piano-forte made by Meyer; handsome Brussels carpets; Tench china; glassware, etc. May be seen early on the morning of sale.

BY BARRITT & CO., AUCTIONEEFS.
No. 250 MARKET Street, corner of Bank Street. Cosh advanced on consignments without extra

TONCERT HALL AUCTION ROOMS, No. 1811 CHESNUT Street.
T. A. McCLELLAND, AUCTIONEER. Personal attention given to sales of household fur-

niture at dwellings.

Public sales of furniture at the Auction Rooms,
No. 1219 Chesnut street, every Monday and Thurs For particulars see "Public Ledger."

N. H .- A superior class of furniture at private sale

CITY BAZAAR AND
No. 1126 RACE Street.
Regular Auction Sale of Horses, Wagonst Harness, Atc., every Thursday, commencing at 10 o'clock A. M. No postponement on account of the at public or private sale to the best advantage, and a general assortment of Horses, Carriages, Har-ness, Etc., to suit the need of all classes of pur-

chasers, constantly on hand. Carriages taken on Storage, Superior Stabling for liorage on sale or at livery. Outside Fales solicited and promotivationded to.
Liberal advances made on Horses, Carriages, and
larness. DOYLE a NICHOLS.

Auctioneers.

REAL ESTATE AT AUDTION

REAL ESTATE .- THOMAS & SONS SALE. -7 hree-story brick dwelling, No. 2560 Frank-ford road. On Tuesday, November 22, 1876, at 12 o'cleck, noon, will be sold at public sale, at the Palla-delphia Exchange, all that tured-story brick mes-suage and lot of ground, situate on the northwesteriy side of the Frankford road, No. 230, Twenty-third Ward; containing in it us on Frankford road 31 feet 11 inches, by 194 feet 44 luches deep to Emerale house, containing 5 rooms; also a large frame building on Emerald street, suitable for weaver, butcher, or any manufacturing busines. Sincet to a redeemable ground rent of \$60 a year.

M. THOMAS & SONS, Auctioneers,

11 5831 Nos. 139 and 141 S. FOURTH Street.

REAL ESTATE THOMAS & SONS' SALE .-Building Lot, Seventeenth street, south of Oxford street, Twentieth ward. On Tacaday, November 22, 1870, at 12 o'c'ock noon, will be sold at public sale, at the Philadelphia Exchange all that lot of ground, situate on the west side of Seventeenth street, 126 feet south of Oxford street; containing is front on Seventeenth street 72 feet, and extending in depth 177 feet 10 inches to Bouvier street. It is situate in an improving neighborhood. Clear of all incumbrance. Terms—One-third cash.

M. THOMAS & SONS, Auctioneers,

11 5 831 Nos. 139 and 141 S. FOURTH Street.

REAL ESTATE—THOMAS & SONS SALF.

—Lot, Moyer street, northeast of Otis street,
Fighteenth ward. On Tuesday, November 22, 1870,
at 12 o'clock, noon, will be sold at public sale, at the
Philadelp in Exchange, all that lot of ground strange
on the southensterly side of Moyer street, 78 feet
portheastwardly from Otis street, Eighteenth ward;
containing in front on Moyer street, 61 feet and excontaining in front on Moyer street 54 feet, and extending in depth 80 feet. Subject to 2 ground rents, one of \$35-16, and the other \$72-10, payable in coin.

At. THOMAS & SONS, Auctioneers,
11 588t Nos. 139 and 141 S. FOURTH Street.

REAL ESTATE_THOMAS & SONS' SALE. REAL ESTATE—THOMAS & SONS SALE.

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ground rents, one of \$35-10, and the other \$72-90,
nayable in coin.

M. THOMAS & SONS, Auctioneers, Nos. 139 and 141 S. FOURTH Sreet.

MATS AND CAPS.

WARBURTON'S IMPROVED VENTILATED and easy-fitting DRESS HATS (patented), in all the improved fashions of the season. CHESNUT Street, next door to the Post Office.

JET GOODS, NEWEST STYLES, DIXON'S, No.